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HONGKONG, 5th December, 1902.

The letter which appears in another column to-day from a correspondent who signs himself "AQUARIUS" deserves the earnest attention of all residents in this Colony, official or unofficial. Concerning as it does a question of the most vital import to the welfare of Hongkong, it calls notice in particular to a new development which may arise with regard to that question. It is now three weeks since the influential Chinese of Hongkong met and decided on a resolution in favour of laying water-pipes to houses in lieu of having meters fixed. H.E. the Governor having previously expressed his willingness to meet the wishes of the Chinese in the matter of water-meters. The action of the Chinese was held up in some quarters as an example of public spirit, and the advantages of the rider-main were extolled. Writing on the 22nd ultimo, we called attention to the obvious fact that though the auxiliary pipe system might be of great benefit to the users it would in no way increase the storage-capacity for water in Hongkong. Indeed, in so far as it is a means of checking the introduction of meters and gives the Chinese tenement dwellers water unmetered, it makes greater demands on that storage-capacity.

The scarcity of water in Hongkong, apart from the question of reservoir capacity, is due to two causes, one of which is the smallness of the rainfall, while the other is the waste of water after it has been stored. The small rainfall, of course, cannot be cured, though an increase of the catchment area tends to counteract it to a slight extent. If the storage-capacity is brought up to the proper level, in good years we shall have enough to allow of the waste which goes on regularly; in bad years we shall still have a deficiency. "AQUARIUS" prophesies that if the rider-main system is

carried out Hongkong will be known throughout the East as the town of the six months' water supply—not a cheerful prospect, as our correspondent says. Why should this be so, however? This brings us to the other cause of the scarcity; that is, waste of water by the more ignorant among the residents, which in Hongkong means practically exclusively the poorer Chinese. These people do not know and it is difficult to suggest how they can be taught that waste of water in a city like Victoria is actually a crime against the community. Before 1890 tenements occupied by Chinese were not supposed to be supplied with house-services of water, though some of them were, either because originally occupied by Europeans or because special indulgences had been granted. The Water Ordinance of 1890 altered this, placing all ratepayers on an equal footing. The effect has been a terrible waste of water, the introduction of the intermittent system as a regular institution, and finally anything but an equal distribution of water. It has become plain that, so far from the general distribution of water having resulted fairly all round, it has made those who observe the rules of sanitation and good citizenship suffer for the sins of those who have no notion of such rules or wilfully disregard them. To put a penalty on the waste of water, which it is hopeless to try to stop by educating the people, the water meter system was recently brought in. At once the Chinese were up in arms, and having gained the official ear their leaders have advocated an alternative which has some advantages, no doubt, but threatens nevertheless to condemn us to a continual repetition of the history of recent years. What is more, it is much to be feared that, unless the European residents recognise the dangers of the situation at once and make a vigorous protest, the weight of Chinese influence will carry the day and we shall have an expensive and pernicious addition to our water system foisted on Hongkong. We use the word "pernicious" advisedly, for since the advocacy of the rider-main scheme, we have learnt sufficient to show that the most expert opinion is against its introduction into Hongkong. Some of the reasons we have attempted to show above. The question is one of such very great importance that we shall return to its consideration to-morrow; but we trust that we have said enough to prove that the European residents cannot afford to sit still and watch the persuasion of the Government to adopt a system which will not only not improve our present water supply but will actually tend to make it worse than it is.

A ricksha-cooler died in hospital on Wednesday night from injuries sustained by a fall down a flight of forty steps at the house where he lodged. He was reported by his friends to be suffering from fever at the time of the accident.

A battleship and two gunboats of the U.S. fleet—viz., *Kentucky*, *Helena*, and *Vicksburg*—and the U.S. transport *Saturn* from Amoy, and the Russian cruiser *Admiral Nakimoff* from Nagasaki, arrived yesterday. The British gunboat *Brit. mart* left yesterday for Bangkok.

Under the heading of "Boss' locusts eat," Mr. B. B. Cunningham Graham writes one of his characteristic letters to the *Saturday Review*, protesting against the election of Mr. Carnegie, the millionaire, to the Rectorship of St. Andrew's University. In conclusion he says: "I wonder, sir, if the Divinity students approve the economic morality of their Rector? Free Trader in Europe for platform purposes, and Protectionist in America on account of his *res angusta domi*, as I suppose, now that he is Rector, he would describe it, Mr. Carnegie is a perpetual commercial Janus, with an open eye upon both hemispheres. But the Rectorial Address itself is a pearl above all pearls of eloquence. We are to stint ourselves in amusements and in tobacco in order to produce more wealth, it appears. What an ideal to hold up before a body of young men! Fancy the future ministers in their pulpits, in humble imitation of their Rector, 'wailing' the judicious text, 'Blessed are the rich, for they have inherited the earth.'"

The *Good Hope*, which was selected to carry Mr. Chamberlain to South Africa, is one of a class of four armoured cruisers, the heaviest in the Navy. Her sisters are named the *Leviathan*, *Druke*, and *King Alfred*; they are of 14,100 tons displacement, 500ft. long, 71ft. beam, and 20ft. draught. The *Good Hope*, which was built by the Fairfield Shipbuilding and Engineering Company, was delivered at Portsmouth early in the year and has undergone with conspicuous success a long and interesting series of trials. On her full-power runs the power and speed anticipated were 30,000 h.p. and 23 knots respectively, but even better results were attained. These vessels have a 6in. armour belt 11ft. 6in. broad extending for the greater part of the length, but tapering to 4in. and 2in. forward, while at the stern is a transverse bulkhead 5in. thick, and for the 105ft. of the hull at the stern, which is unprotected by side armour, there is an extra thickness of protective decks. The bow and stern chasers are 9.2in. guns in barbette of 6in. armour, and there are also 16 6in. quick-firers in 6in. armoured casemates, besides smaller guns. All the vessels of this class have made successful trials, and are now being completed for commission.

The Rattabong correspondent of the *Siam Observer* reports that the Great Lake is said to be sitting up. This is confirmed by the fishermen, who say that the banks last dry season were less high than in former years, and by the fact that the steamers are later every year in coming up to Bak Pree, which goes to show that they must wait longer for the accumulation of the waters and until the whole country is for miles around the Lake flooded. This was not so in former years.

With regard to the mobbing of three Boer generals at Cambridge, "A Cambridge Undergraduate" writes to the *Times* from St. John's College:—Sir, Notices that have appeared in many of the daily papers dealing with the somewhat hot reception accorded the Boer generals in Cambridge on Monday last insinuate, if they do not directly state it, that the rough handling was on the part of the undergraduates. I would be obliged, Sir, if, in justice to the University, you would allow me emphatically to deny this allegation. The "circumstances" in which the lecture was delivered is "out of bounds" to undergraduates, and the disturbances in the streets were the work of the townspeople (as one account was honest enough to state) and not of members of the University.

"TWELFTH NIGHT"

Last evening's was the final production of *Twelfth Night* by the Janet Waldorf Company and the comedy was again well received by a good house. To-night *Dumas' great drama Camille* will be staged. This is a play that has always been successful in houses at home and on the Continent, and it is strong in dramatic situations. The leading part, *Camille*, will be taken by Miss Janet Waldorf, and *Armand* is to be assumed by Mr. Norval Macgregor. Much interest has been centred on this production, which is one that Miss Waldorf's Company should be seen to advantage in.

THE "KOREA'S" TIMES.

The *Korea*, which arrived here yesterday, beat the record in her time from San Francisco to Honolulu, 5 days, 6 hours, 51 mins., and her time from Honolulu to Yokohama was also excellent, 8 days, 20 hours, 47 mins. From Shanghai to Hongkong it was a record—45 hours, 47 mins. She left San Francisco on Nov. 7 with nearly 200 passengers, treasure worth \$1,000,000 gold, and a cargo of flour, cotton and other miscellaneous freight. Viscount Inouye, who has been Japanese Consul in Berlin, was one of the passengers, as also was Mr. Tom McKay, general passenger agent for the San Francisco overland route, whose face is a well-known one in Hongkong.

THE HONGKONG ODD VOLUMES SOCIETY.

At the general meeting of the Hongkong Odd Volumes Society which was held recently, His Excellency the Governor was re-elected President of the Society. We understand that this Society proposes to give a series of lectures during the coming winter. The opening meeting will be held at the City Hall, on Monday, the 15th inst., when Dr. J. C. Thomson will lecture on "Malaria and its Relation to the Mosquito," with naked eye and microscopic demonstrations of mosquitoes and the parasite of malaria. His Excellency the Governor has kindly consented to take the chair on that occasion. This subject is one which should appeal to every resident in the tropics, and no doubt the Hongkong public will be glad of the opportunity of receiving information with reference to the latest researches on the question of malaria in connection with mosquitoes. Mr. H. E. Pollock, I.C.S., has resigned the post of Hon. Secretary.

THE CORONATION MEDAL.

The Coronation medals ordered from England for presentation to the naval and military Garrison of Hongkong (who were here at the time of the Coronation) and the Police Force arrived by the *Bombay* on Wednesday and will in due course be distributed among those who are to be the recipients. It will be remembered that the question arose whether a souvenir of the Coronation or an entertainment of some kind should be given to the Garrison to commemorate the event, and the former alternative was decided upon as being the general wish of the men of the Garrison. To Messrs. Edmunds & Co., 67, Baker Street, London, was entrusted the task of making the medal, which was to be of bronze and distinctly characteristic of Hongkong. Now that the medal has come to hand, it is not too much to say that it is quite up to the best expectations of the Coronation Committee, does credit to Messrs. Edmunds, and will be prized by the recipients and generally admired. The design is excellently executed. On the obverse are the bust figures of their Majesties the King and Queen in their Coronation robes. The figures are in relief and especially in the case of His Majesty the likeness is very striking. On this side is inscribed "Edward VII. R.I. Alexander R." On the reverse is engraved the Hongkong emblem—a picture of the Peak and the Harbour with a tea-clipper and a junk in the middle distance and an English and a Chinese merchant bargaining over bales of tea on the shore. The inscription here is:—"Hongkong, 1902. Sir Henry A. Blake, G.C.M.G., Governor. To commemorate the Coronation of their Majesties the King and Queen." Each medallion, which is about the size of a var-medal, one and a half inches in diameter, is enclosed in a suitable case bearing in gilt letters the inscription "Hongkong, 1902." It should be mentioned that the design from which the medal was struck was prepared here by Mr. E. A. Hewett, the Hon. Secretary of the Coronation Committee, and is after the design of the medal presented to the Jubilee Committee during Sir William Robinson's governorship.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE SHANGHAI
EVACUATION QUESTION.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 3rd December, 6 p.m.

DETAILS OF THE INTRIGUE.

The official correspondence with regard to the evacuation of Shanghai was published to-day. It appears that Germany, in response to Lord Lansdowne's enquiries, consented to the general terms for the evacuation of the port; but in October she stipulated that the Peking Government and the Yangtze Viceroy should engage not to grant any Power special political, military, maritime, or economic advantages, nor to allow the occupation of any other points commanding the river either above or below Shanghai.

PRINCE CHING AND GREAT
BRITAIN.

Prince Ching denied to Sir Ernest Satow, H.B.M. Minister at Peking, that Germany had submitted any conditions to China, but Sir Ernest Satow ascertained that Prince Ching had already accepted Germany's proposals. Lord Lansdowne then instructed the British Minister to inform Prince Ching that his double-dealing was deeply resented and that Great Britain would not be bound by any pledges limiting China's and our freedom of action regarding the maintenance of order and the protection of our interests in the Yangtze region.

Japan cordially supported Great Britain.

WHOLE OF CHINA GUARANTEED.
Germany intimates that she has received assurances from China, and regarded her conditions as fulfilled. Lord Lansdowne replied that he understood that these assurances referred to the whole of China, excluding the sovereign territorial rights already alienated.

EVACUATION DEPENDS ON
TRANSPORTS.

The subsequent correspondence indicates that the evacuation of Shanghai is now only a matter of transports.

GENERAL NEWS.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 4th December, 9.5 p.m.

DEATH OF U.S. MINISTER AT
TOKYO.

Mr. A. E. Buck, the United States Minister to Japan, died suddenly of heart-disease at Tokyo to-day.

REUTERS' SERVICE.

LONDON, 2nd December.

TEA-GROWING IN RUSSIA.

Owing to the remarkable success of tea-growing in the Caucasus, the Russian Ministry of Agriculture has decided to establish the industry on a sound basis, and to this end will import experts from China, India, and Ceylon. The prices realised for this season's yield of fourteen tons varied from twenty-six to fifty-two pence per pound.

LONDON, 2nd December.

THE STRIKE AT MARSEILLES.

Owing to the accumulation of destitute persons at Marseilles awaiting passage to Algeria, Tunis, and Indo-China, the French Government has ordered naval seamen to man the mail steamers.

GREATER BRITAIN AND HER
COLONIES.

Rt. Hon. Gerald Balfour, replying to Mr. Gibson Bowles, said that the Brussels Convention reserves undoubted liberty to Great Britain in regard to her fiscal relations with her colonies, and that Great Britain had declined at the conference to apply the penal clause to colonial products.

LONDON, 2nd December.

THE BORNEO DINNERS—LOAN
APPLIED FOR.

The Borneo dinner has been held in London, two hundred guests assembling under the presidency of Mr. Richard B. Martin, M.P., Chairman of the British North Borneo Company. Mr. W. C. Cowie, of the London Court of Directors, announced a hope that the British Government would assist the company to raise a loan of half a million sterling, wherewith to redeem its debentures and prosecute promising developments. Sir George Goldie advocated the wholesale introduction of Chinese labour. Heater informed that the Borneo Company has applied to the British Government for a loan of the guarantee of a loan of half a million sterling bearing interest at the rate of three per cent. per annum.

CANTON.

[FROM A CORRESPONDENT.]

Canton, 2nd December.

THE STATE OF THE CITY.

The city is at present in a somewhat unsettled state, and while thieves are fairly numerous, the fear of them is still greater among the authorities. The gates are closed regularly by 6 o'clock, including the big South Gate, and much inconvenience has been caused, not only to bridal parties. Rides, though cheaper than it was a month ago, is still expensive as compared with previous years, and it is natural that the coolie should suffer, as in Canton the natural conservative tendencies keep wages from rising, but cannot prevent prices from doing so.

There have been numerous robberies in all parts of the city; and one of the last cases was that of a man named Chan, who is, I believe, a Hongkong merchant, and who had over \$1,000 stolen from his house in the western suburb on Thursday last. A state of unrest and an abundance of robberies of course bring numerous executions, strangulations, and confinements in cage, and it is a very unfortunate chance that the place considered most suitable for the two latter punishments is the wharf near the Custom House.

NEW MILITARY SCHOOL AT WHAMPOA.

On Monday the Governor went down to Whampoa to open the new Military School, for which attempts are being made to provide an up-to-date equipment, and lot by a large supply of arms and fittings has arrived from Japan. On Friday another fresh departure took place in the reception by the Tartar General of those graduates who desire to become teachers in local Government schools. In future they are not to be appointed haphazard, but are to go to Peking and undergo a course of instruction for four years, and then return to Canton to undertake their duties. On this occasion only five presented themselves; they duly gave particulars of their family and qualifications, and proceed to Peking for their course of study. Each one is to receive \$200 for his passage, and \$80 a month during his stay at Peking.

SHAMERN AMUSEMENTS.

On Shamern the winter gaieties are once more in full swing. To-morrow there is a bazaar which has been organised in aid of the Wesleyan School; energetic preparations have been made for it, and it should be a great success.

POLICE COURT.

Thursday, 4th December.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

ATTEMPTED BURGLARY AT AN HOTEL.
Cheng Fak, a coolie recently dismissed from his employment at the Kowloon Hotel, was charged with attempted burglary, and pleaded not guilty.

It appeared from the evidence, that the Indian watchman at the hotel saw the defendant on the premises, and gave chase when the suspect ran away on being approached. The accused took shelter in the lines of the Bombay Light Infantry, where he was arrested by a sentry and in the morning taken to Telmeh-tai Police Station on a charge of trespassing. Soon afterwards Mr. Daly, manager of the hotel, arrived at the station and reported that a pane of glass in one of the out-houses had been broken by a coolie whose intention was manifestly to commit burglary. Enquiries showed that the prisoner was the coolie in question, and the more serious charge was accordingly preferred against him.

His Worship convicted the defendant and sentenced him to four months' hard labour.

EVADING THE LAW.

For throwing into the harbour a quantity of coal which was suspected of having unlawfully obtained, and which she had evidently determined the water policeman following her should not seize, a sampan woman was fined \$50 or two months' imprisonment with hard labour.

AIDING AND ABETTING STOWAWAYS.

Cheng San denied that he had aided and abetted a countryman in obtaining a surreptitious passage in the *Chingto* from Port Darwin to Hongkong on or about the 21st ult., but was convicted on the evidence of the stowaway, who turned King's evidence, and sentenced to pay a fine of \$250 or go to prison, in default, for three months, with hard labour.

Lau Kwan, the stowaway, was fined the modified sum of \$100, or two months' hard labour.

PACIFICATION—POLICE STONED.

Entertaining a grudge against some of the employees of the Steam Laundry Company at Causeway Bay, a number of mafios from Kennedy's stables on Wednesday night armed themselves with sticks, iron bars, and stones, lay in ambush for the objects of their animosity. The police, however, got to hear of the affair before the parties met, and routed the mafios, who fled to the stables and from there directed a shower of stones against their pursuers. The police were kept back until assistance arrived for them, when the stables were entered and nine mafios arrested. As the police were marching their prisoners off, more stones were thrown at them, but without doing harm.

The case was remanded till the 11th inst., when the hearing will be further adjourned until the 18th. Mr. G. K. H. Brutton and Mr. J. Hays appeared for the defence.

LATEST STEAMER MOVEMENTS.

The Boston Tow Boat Co.'s steamer *Hyades* arrived at Muroan on the 28th ult.
The O. & O. steamer *Doric*, with mails, &c., arrived at San Francisco on the 2nd inst.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE RIDER-MAIN DANGER.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd December.
SIR,—No subject of vital interest to the Colony has received more attention during the last year or two than the water supply. Columns have been written on it, gentlemen have loudly declared what they would do if their fellow-townsmen would only vote them into the Legislative Council, Honourable members have repeatedly asked vexatious and trifling questions, but with it all we have got no "fourpenny" than if the Government had been left alone. Now, however, there appears to be a battle impending which will tax the energy and ability of every honest man amongst them. In all that has been said or written, so far as I am aware, has been made to point out the dangers of the rider-main scheme which seems likely to be forced upon us. Rider-main is a good word and seems to have been "lugged" into disrepute the real issue, which is, from unlooked water to the Chinese. The system, briefly, consists of two auxiliary mains, one on each side of the principal mains throughout the town. Its merits are that the present mains can remain full at all times, to be available in case of fire, and that it renders resort to the intermittent system more easy. It is advocated in the interests of the owners of Chinese tenements, whose tenants demand water without metering. That is the crux of the whole affair; it goes without saying that the system adds not a drop to the reservoir.

Some years ago, on the completion of the Tytan reservoir, the Chinese property-owners raised the cry for unrestricted water, and the Government, most deplorably weak-kneed in this respect, gave in to them. The Chinese had never known what it was to have water in street hydrants in their own cities; in their wildest dreams they had never imagined such a thing as fragrant and filtered waters murmuring through their houses; but when the possibility was pointed out to them they were willing to pay a little more rent, and in an evil hour the Government gave in. In a few years the demand began to overtake the supply and the result was brought home pretty forcibly to us last season, and now this.

As I have said, the rider-main system will simplify the application of the intermittent supply, and we will find that intermittence has come to stay; it will be always with us. It certainly sounds very reassuring to be told that in a year or two we will have a reservoir at Tytan Tak capable of holding twelve hundred million gallons, but how about the years of scant or even normal rainfall, when Tytan itself scarcely fills? Increase your reservoir capacity if you will by twelve hundred million gallons, but you cannot increase your catchment area in anything like proportion; and if this rider-main system is carried out Hongkong will soon be known throughout the East as the town of the six months' water supply. That does not appear to be a cheerful prospect for investors.

In addition to this evil there will be the tearing up of the entire town, and when once this is begun when will it be finished? We see how long it takes the E.W.D. to put through small jobs; how many years will it take to complete this gigantic scheme, and how about the pestilence which seems likely to follow this sweeping disruption of the streets, to say nothing of the block and congestion of traffic?

The simple and effective way to guarantee full mains, and the only way, is to prevent Chinese waste. Give them the choice between meter and hydrant; as originally contemplated; in other words treat them exactly as Europeans are treated, and the mains will be always full and there will be no short supply for half the year. If the Government permits this scheme to go through it seems a pity that the Governor (provided he is the responsible party) should not stop here and enjoy the effects of it; but if he doesn't stop he will have the satisfaction of being long remembered in Hongkong, for the people will curse his memory as the Kaiser would put it, for a thousand years. As to the bland and Honourable non-officials who favour it, it will take something more to embarrass them.—Yours, etc.

AQUARIUS.

THE HONGKONG AND WHAMPOA
DOCK CO.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 4th November.
SIR,—In a few days we shall be called upon to decide whether the new dock scheme is to be carried through or not. Before the decision becomes irrevocable I would like to say a few words to my brother shareholders.

One of your contemporaries published the other evening a long letter from a "Local Engineer" giving a very full and, I must say, more rosy view of the scheme than I had been accustomed to regard it, and pointing out how the present No. 1 Dock was opposed by shortsighted shareholders fourteen years ago. I had intended arguing some of his points, but last evening's paper contains a letter from "Investor" which covers exactly the same ground and with whose opinions I cordially agree except on one or two particulars. Up to three years ago I myself was strongly in favour of the construction of a new dock. The present No. 1 Dock is admittedly the most useful of the series, and if only to relieve it of the congestion of work another similar dock was required, and while about it, it should be made large enough to take in any vessel afloat, the trade of China is as yet very small compared with a similar length of seaboard in Europe or America with an equally dense population behind it, and Hongkong is very far from having reached its zenith. It is therefore essential that the docking accommodation should not only keep pace but

be in advance of the growing needs of the port. I disagree with "Investor's" opinion as to the steam hammer: an establishment of the importance of the H. & W. Dock Co. should be capable of making a new shaft for any vessel which may require it; failures of shafts are the most frequent of all accidents to machinery afloat, and although most vessels carry spare ones there is still scope enough with those who do not, and other heavy forgings in general.

That this time is unpropitious I join issue; it was not the fault of the directors that Government blocked the scheme some years ago; perhaps the Dock Co. expected too much, but the powers that were decidedly did not err on the side of liberality: the delay in itself was exasperating. In this respect our local Government is simply incomprehensible: requests for land to be put up to auction are shelved for years until all arrangements for its acquisition by its would-be lessees fall through, and have to be recommenced when the tardy reply is given, and then the conditions attached are found to be so onerous, the upset price and Crown rent so high, and generally the squeeze so exacting, so much in excess of reason, that purchasers are deterred from carrying out schemes which would result in the Colony's benefit. Our local Government seems to be under the impression that industrial concerns should be discouraged, forgetting their value in adding to the prosperity of the Colony, and also the fact that trade is as much dependant upon the workshops as upon the barge. We have to make our new ventures pay in spite of official obstruction moreover they must pay in our own lifetime. We are accused of being speculators and taunted with the sobriquet of Shylock, but it must be remembered that most of us are not seafarers here, have no periodical leave on half-pay at a dollar, no pension to look forward to, and the dollar diminishing to microscopic proportions.

It is hinted that certain concessions have been made by the Government. If these "concessions" enable us to proceed with the scheme it will be to the ultimate benefit of the Colony and the Empire. The expenditure must be spread over a sufficient number of years so as to ensure that dividends will not be reduced, and we must wait and see what terms we will get before coming to a final conclusion.

The number of very large vessels frequenting the port will increase but slowly, for the following reasons:

1. The trans-Pacific trade will not justify their construction. There is but one large town on the Northern Pacific seaboard and a comparatively sparse population in the interior; consequently little business passenger traffic. Chinese are practically deterred, so little steamer traffic. Tourist traffic a negligible quantity.

2. No heavy freight cargo, and no outfit trade, requiring enormous vessels of the *Bonito* type.

3. China harbours are mostly shallow, and the Suez Canal Co. only guarantees 47 feet depth of water.

4. If the Americans put on a few more ships of the *Arcen* class, they will take care that the docking is done at San Francisco where they have a dock under construction 750 feet long by 105 feet wide. Such vessels as the above cannot probably be run without Government subsidy, so will not multiply rapidly.

And finally B. and S.'s new dock will take all such for the first ten years after completion.—Yours, etc.

"DOCKEE."

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 4th December.

Sir,—The letter which appeared in your issue of to-day, over the signature of Messrs. Deacon and Hastings has created consternation among at least the majority of the shareholders of the Dock Co. It is well that the public should be reminded of the exact facts. At the meeting of the 18th ult. the Chairman, Mr. D. E. Brown, reading from a paper in his hand, declared to the meeting that there was one point he wished to refer to, and proceeded to say that that point was the reason for holding that meeting at such a long interval after the original one. The interval of three months was settled solely by the advice and suggestion of the Company's solicitors, and was not at all, as the letter implies, the result of any idea originated by any of the directors themselves.

The solicitors of the Company are Messrs. Deacon and Hastings, and they now write to say that "they neither originated the idea thereof, nor suggested its adoption." They merely advised upon the legality of the adjournment. It is plain that their advice was asked, and they gave it. Many a shareholder who heard the Chairman's remarks at that meeting suspected that such was the case; but gave Mr. D. E. Brown credit for accuracy and accepted his explanation. Now what can he say to say? Is it possible there could have been any misunderstanding on such a point? Is it the business of solicitors to suggest or originate such an idea? There has been a lot of correspondence in our local journals about some classes of directors and their ways, and this latest episode is a valuable illustration. The shareholders' deliberate and expressed wish, carried in this form, was not in advance for three months for no other reason, than that the Company's solicitors suggested that course to the Board, and now it turns out such a suggestion was never made!

Another thought has now arisen in the minds of shareholders. At the meeting on the 18th August this same Chairman, Mr. D. E. Brown, with the following remarks, which, though suppressed in the Company's official report, duly appeared in that of one of our local journals. He said—"I hope gentlemen, that under the circumstances before you and in which I can tell you our bankers concur, as they also do in the dividend that we recommend," &c., &c. In the face of what has just been brought to light, Mr. D. E. Brown would surely excuse the shareholders if they ask now: Is this insinuation a fact, or is it another misunderstanding between him and the Co.'s bankers?—Yours, etc.

REFORM.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon in the Council Chamber, Present—

HIS EXCELLENCY THE GOVERNOR, Sir HENRY A. BLAKE, C.M.G.
HIS EXCELLENCY Sir W. GASCOIGNE, K.C.M.G. (Commanding the Troops).
Hon. F. H. MAY, C.M.G. (Colonial Secretary).
Hon. Sir HENRY SPENCER BEEBLEY, Kt. (Attorney-General).
Hon. A. M. THOMSON (Colonial Treasurer).
Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).
Hon. W. CHATHAM (Director of Public Works).
Hon. Dr. F. W. CLARE (Medical Officer of Health).

Hon. Dr. Ho Kai, C.M.G.
Hon. W. L. A. YUK.
Hon. C. S. SHARP.
Hon. C. W. DICKSON.
Hon. G. W. F. PLATFAIR.
Hon. R. SHEWAN.
Mr. C. CLEMENTI (Acting Clerk of Council).
H. E. Major-General GASCOIGNE took the chair in the temporary absence of H. E. the Governor, who arrived at a later stage in the proceedings.

THE WATER SUPPLY.
Hon. G. W. F. PLATFAIR put the two questions standing in his name:
1. Would the Director of Public Works give some explanation of the inequalities of the intermittent system with special reference to Queen's Garden and the higher levels of the Peak—why very many houses, which ought to get the full supply for the advertised period, get little or no water, and even that little at a most insufficient pressure?

2. To ask the Director of Public Works why the water accounts for 20th September are not yet out?

The DIRECTOR OF PUBLIC WORKS—Sir, in reply to the first question, I beg to lay upon the table reports of inspections made of the districts referred to, which state the causes of the insufficient supply to certain houses and the steps taken with a view to improving it. With regard to the second question, some delay was caused by the introduction of the new Ordinance, which necessitated working out the free allowance to be given in respect of the rateable value of all premises supplied by meter. The inspections for the purpose of ascertaining the amount of water under the new Ordinance, the information system have also absorbed much of the time of the senior officers. The first batch of accounts was sent out on the 2nd December, and the remainder will follow in a few days.

DE. THOMSON AND THE CHINESE COLLEGE OF MEDICINE.

The COLONIAL SECRETARY—Sir, some time ago a question was asked in the Finance Committee regarding the duties performed by Dr. Thomson on behalf of the Chinese College of Medicine. I have now, by His Excellency's commands, to lay on the table a letter from the Dean of the College relative to the matter, and to say that the duties performed by Dr. Thomson for the College have in no way interfered with his public duties, and that, in the interests of the College, it is extremely desirable that Dr. Thomson's connection with the institution should not be severed.

PEAK ROAD WATER SUPPLY.

The COLONIAL TREASURER—Sir, regarding the report on the water supply in the Peak Road district laid on the table by the Director of Public Works, the statement as regards the supply to Blue Bungalow is not quite correct.

Hon. G. W. F. PLATFAIR.—Hear, hear.

The DIRECTOR OF PUBLIC WORKS—The report, sir, is from an actual inspection, and was given to me by a responsible officer.

The COLONIAL TREASURER—There is no date given.

The DIRECTOR OF PUBLIC WORKS—The date is at the end of the report—3rd December, 1902.

FERRY CO. BYE-LAWS.

Hon. C. S. SHARP moved the first reading of a Bill entitled an Ordinance to authorise the making of Bye-laws by the "Star" Ferry Company, Limited.

Hon. C. W. DICKSON seconded, and the motion was carried.

WIDOWS AND ORPHANS PENSION FUND.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to amend the Widows and Orphans Pension Fund Amendment Ordinance, 1902 (No. 12 of 1902). He said—This Bill is intended to effect the necessary amendments in the Ordinance referred to. These amendments are made necessary by the decision to adopt a monthly instead of a yearly rate of exchange in the payment of salaries fixed in sterling.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council then went into committee on the Bill, which was afterwards read a third time and passed.

RATING ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to further amend the Rating Ordinance, 1901. He said—In the objects and reasons attached, hon. members will see that the object of this Ordinance is to prevent any question arising as to the scale of rates to be levied in the area between the 600-foot and 700-foot contours in the hill districts.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council afterwards went into committee on the Bill, which was read a third time and passed.

CHINESE HOSPITAL ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to amend the Chinese Hospital Incorporation Ordinance, No. 3 of 1870. He said—This Bill was introduced because, in view of the approaching opening of two new hospitals, it is considered necessary to take power to increase the maximum number of members of the permanent board of directors and so strengthen the permanent working committee.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council afterwards went into committee on the Bill, which was read a third time and passed.

REPEALING ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled an Ordinance to repeal Ordinance No. 5 of 1902. He said—This Ordinance is introduced, as is stated in the objects and reasons, to repeal No. 5 of 1902. It is expedient, if not necessary, to pass this Ordinance, because though, as appears by the title, Ordinance 36 of 1902 intended to repeal Ordinance 5 of 1902, and dies so by implication, yet there are no specific words of repeal, those words having been omitted by a clerical error not noticed at the time.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council afterwards went into committee on the Bill, which was read a third time and passed.

EMPLOYERS AND SERVANTS.

The Council went into Committee on the Bill entitled an Ordinance to Amend the Law relating to Employers and Servants. A few minor amendments were made, and the motion for the third reading was not made.

NATURALIZATION OF ALIENS.

The Council went into Committee on the Bill entitled an Ordinance relating to the Naturalization of Aliens, and there being no amendments, the Bill was read a third time and passed.

PUBLIC HEALTH AND BUILDINGS BILL.

The Council went into Committee on the Bill entitled an Ordinance to Consolidate and Amend the Laws Relating to Public Health and to Buildings.

The Committee considered in detail Section 6, comprising the definition clauses; after adjustment of the sub-sections it was approved.

Section 7, relating to the list of authorised architects, was as follows:—The Governor in Council shall prepare and publish by notification in the *Gazette* a list of the names of all such architects, engineers and other persons, as he may deem qualified to perform the duties required by this Ordinance to be performed by an authorised architect, and such list shall include the names of the Director of Public Works and of such other officers of the Public Works Department as the Governor in Council may think fit. The Governor in Council may also, from time to time, add to such list the names of any other persons whom he may deem qualified as aforesaid, and remove from such list any of such names; provided that any name so added shall be given to any person on such list, and he shall be entitled to be heard by the said Council, either in person or by counsel, before such removal is made. All such alterations shall be notified in the *Gazette*. Such list as altered from time to time shall be deemed to be the list of authorised architects.

Hon. Mr. SHARP asked how this would affect architects at present practising?

H. E. the GOVERNOR said that it was contemplated that the names of those who were on the list *pro tempore* should be removed from the list. Anyone wishing to become an architect must come before the Committee.

Hon. Mr. SHARP remarked that surely they could not deprive a man who was entitled to practice of the right to do so.

Hon. Dr. CLARE said the section did not prevent him practising but simply granting certificates under the Ordinance.

The ATTORNEY-GENERAL added that only such as were authorised would be entitled to give these certificates.

The HONOURABLE MASTER asked if a member of the Institute of Architects would not have the right to practise here notwithstanding that he had not been passed by the Board.

The ATTORNEY-GENERAL replied that he would be entitled to practise, but would have to get someone else to grant the certificates.

The HONOURABLE MASTER put the proposition that the Board of Examiners were to refuse him.

H. E. the GOVERNOR said that it was not likely they would refuse a qualified man.

The section was approved.

The Council adjourned till Tuesday next at noon.

THE NERNST ELECTRIC LAMP.

It is generally assumed that electric light has attained such a state of perfection that no improvement upon it would be very difficult, and although it has made great strides as a popular illuminant, its comparative dearthness has been a bar to its being used more extensively. It has long since been evident that if electric lighting is to successfully compete with other forms of illumination some means would have to be found of making it cheaper by using electric power to better advantage. Whereas the dynamo machine will produce electric power with an efficiency of over 95 per cent, the best electric lamps hitherto employed only have an efficiency of 5 per cent, that is to say, only 5 per cent of the power they consume is converted into light, the remaining 95 per cent being wasted as heat. It was obvious, therefore, that any material advance could only be made by improving the electric lamp itself, but until Professor Nernst's discovery inventors have been unable to do more than effect detailed modifications of an unimportant character. The invention embodied in the Nernst lamp is fundamental, and provides the solution of the difficult problem of finding a substance which can be worked at a higher temperature than the ordinary carbon filament, thus yielding a larger proportion of light rays with a smaller loss in heat rays.

The Nernst lamp consists essentially of a glow (or filament), a heater, a cut-out, and a resistance in series with the glow, these being enclosed in a suitable case and globe. When the pressure is first switched on, current only passes through the contact, the heater and back again, no current passes through the glow as it is a non-conductor when cold. After a few seconds the glow is raised by the surrounding heater to a temperature at which it becomes a conductor; current then passes through the glow, and the series resistance, the glow is then heated again, raising the glow to a higher incandescence. The glow current, passing through the glow, draws in the atmosphere of the electro-magnet and breaks the heater circuit at the contact.

The Glow.—This is the name given to that part of the lamp which corresponds to the carbon filament. It is a short white rod made of a mixture of certain oxides, which is raised to a very high degree of incandescence by the passage of the electric current. The materials of which it is composed have a specific resistance, the glowers being therefore much shorter and thicker than the carbon filaments of corresponding voltage, which are constructed for circuits supplied with voltage up to 250. The glow is a non-conductor when cold, and has to be heated before it will permit of the passage of the current.

The Heater.—This is a device employed for the preliminary heating of the glow. The heat is wound into a spiral form in the axis of which the glow is fixed. When current passes through the heater, it is raised to a red heat, sufficient to bring the glow to a conducting temperature. Owing to the reflective properties of the heater coil, the minimum amount of light is intercepted from the glow.

The replacement piece consists of the heater and the glow mounted together on a porcelain base. When the glow or the heater fails a complete replacement piece is inserted. The contacts in both instances are so arranged that the replacement piece can only be inserted in the correct way.

The Series Resistance.—Owing to the rapid decrease in the resistance of the glow as the temperature rises, it is necessary to place in circuit a compensating resistance which has opposite properties. This resistance is connected permanently in series with the glow and protects it from the evil effects produced by voltage variations; it also acts as a safety cut-out in the event of any excessive rise in voltage, when it will fuse and so break the glow.

oil-frit. This is however only an exceptional case, as with all ordinary pressure variations the compensating resistance is practically indestructible. It consists of a spiral of fine high resistance wire enclosed in a glass bulb which is filled with an inert gas to prevent oxidation of the wire. This wire has a very high temperature coefficient, and therefore for a very small increase of current there is a large increase in the volts absorbed. Any ordinary rise of pressure on the mains is consequently absorbed by the resistance and does not appreciably affect the glow. The glow is thus protected from the variations of current normally met with in practice, but, on the other hand, it is fatal to attempt to run the lamps constantly at a voltage higher than that for which they are intended. If so doing not only is the life of the glow shortened, but the resistance is materially reduced, but the protective power of the resistance is entirely destroyed and there is no gain in efficiency.

The Cut-Out.—This is a small electro-magnet through the exciting coil of which the glow current flows. When the lamp is not burning the light armature rests against a contact and thus closes the heater circuit, but as soon as the glow conducts and the magnet is energised the armature is drawn away from the contact. Thus the flow of current to the heater is laterally cut off as long as the lamp is lit and waste of energy is avoided. The amount of power that is consumed in this cut-out is extremely small.

The average life of Nernst lamps is under ordinary circumstances about 400 hours. During this time the initial candle power is well maintained, and the average consumption of power is well under 2 watts per candle. The Nernst lamp requires no vacuum and its working parts can therefore be made easily accessible. It is consequently possible to renew only the parts that fail, and there is no necessity, as with the glow lamp, to throw away the whole lamp. As soon as the life of the lamp is exhausted, all that is necessary is to insert a new replacement piece; this operation is so simple, that it can be done by any person of average intelligence. The life of an ordinary glow lamp is about 800 hours, the consumption being 4 watts per candle; the saving of using Nernst lamps is therefore obvious and it may be said that the Nernst lamp effects a saving equal to its first cost in a very short time and that after this the electric bill will be halved. For equal light and burning hours the cost of lighting by means of ordinary glow lamps is practically double that of lighting by gas, so that it will be seen that by using Nernst lamps, electricity can now compete with gas as an illuminant.

The Nernst lamp gives a very good light in all directions and it throws no unpleasant shadows like an arc lamp. The colour of the light more nearly approaches sunlight than does that of any other artificial illuminant. This is an inestimable advantage for lighting drapery stores, art galleries and any other places in which colours have to be judged. The light is perfectly steady and entirely free from the flicker frequently seen in arc lamps. For general softness and beauty of illumination the Nernst is unequalled. The Nernst light is steadily coming into favour as an illuminant and it is not too much to predict that it is the light of the future.

A NEW "EATANSWILL GAZETTE."

An amusing case was heard in the King's Bench Division on the 31st October last, when an action was brought by Mr. C. T. Wilkinson, a solicitor and a member of the Walthamstow Urban District Council, to recover damages from Mr. James Joseph McSheehy, also formerly a member of the council and editor and part proprietor of the *Walthamstow Reporter*, for a series of libels published in his journal. The defendant pleaded justification and privilege.

Mr. Dickens, K.C., son of the novelist and Mr. Hugh Fraser appeared for the plaintiff, and the defendant, Mr. McSheehy, appeared in person.

Mr. Dickens, in opening the case, said that it had become, owing to the defendant's conduct, absolutely imperative for the plaintiff to bring this action in order to put a stop to a series of virulent libels which the defendant persisted in publishing. Mr. McSheehy was one of those gentlemen who thought apparently that the proper way of conducting his political business was to attack everybody and everything opposed to him. It had been suggested, counsel observed, that when *Pickwick* was published, his father, in his description of Mr. Pott and the *Eatanswill Gazette*, had been guilty of exaggeration. He was glad, however, as his son, to be able to vindicate his position in that respect, because he did not think that Mr. Pott in his most sublime moments could beat the language of Mr. McSheehy in the *Walthamstow Reporter*. The worst of the case was that Mr. McSheehy had been given every opportunity to make a full and ample apology before the action was brought, and the action was actually stayed on Mr. McSheehy's paying a sum of money to a local charity for publishing an apology.

Mr. McSheehy, however, after this continued to make serious attacks on Mr. Wilkinson, and with the view of preventing him from obtaining the p. of town clerk of Guildford, he published a libellous article which he sent down to the council at Guildford. The defendant now sought to justify the statements for which he had already apologised. Mr. Wilkinson had carried on his business as a solicitor at Walthamstow for a considerable number of years, and Mr. McSheehy published his paper, the *Walthamstow Reporter*, at the same place. Their political views were opposed, and Mr. Wilkinson was a moderate member of the council, while Mr. McSheehy was a Progressive. Mr. McSheehy showed his malevolence by attacking Mr. Wilkinson not only politically, but in matters touching his home. He issued a poster of the contents of the paper in July, 1899, with the words "Mr. Solicitor Wilkinson divorced" in large letters. It appeared that some solicitor of that name had obtained a divorce, but it was quite clear that the defendant intended it to be understood that the plaintiff was the person indicated. Counsel read the article of February 17, 1899, in which Mr. Wilkinson was described as "a buffoon" and "a blabbering idiot." In October, 1899, a resolution was passed by the district council approving an application to the Board of Trade for a provisional order for tramways. Only 14 members were present, and they voted for the resolution, but the members were not sufficient, as two-thirds of the council were required to vote. Mr. Wilkinson was not present, and wrote to the Board of Trade pointing out that the resolution could not be passed. It was said, however, that the chairman of the Council had voted, bringing the number of votes up to 15, which was sufficient. Mr. Wilkinson examined the minutes and found that it did not appear from them that the chairman had voted, and he swore an affidavit to that effect, which he forwarded to the Board of Trade in conjunction with Mr. Danford, another member of the council. There followed

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It is the way with all of us. The world is very dark,
When some one else has found the match that makes the obsequy spark;
When some one else is riding, where we simply have to walk.
It causes quite a lot of this wee-and-destruction talk.
But all the way is rosy, and the combs with honey drip,
When some insider shows us how To profit
By a tip.

—Baltimore American.

Hongkong, 5th December, 1902.

From the University of Pennsylvania, U.S.
Hongkong, 4th March, 1902. 12

383 | **West Point.**
Hangkong, 1st December, 1902. [32

200 Hongkong, 1st January, 1892

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SIEMSEN & CO.
Agents.

Hongkong, 16th May, 1892.

TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.
Agents.

Hongkong, 16th November, 1872.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

The Undersigned AGENTS of the above
Company are PREPARED TO ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.
Agents.

Hongkong, 29th May 1895. [17]

GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF DRESDEN.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HOYT, S. JACOB & CO.
Agents.

Hongkong, 1st September, 1902. [2327]

SALAMANDER FIRE INSURANCE
COMPANY.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, S. JACOB & CO.
Agents.

Hongkong, 2nd April, 1900. [29]

THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.

ASSETS EXCEED TEN MILLIONS STERLING.
The Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and CHINESE
RISKS against FIRE, at Current Rates.

WM. MEYERINK & CO.
Agents.

Hongkong, 22nd July, 1902. [142]

WHAT YOU
WANT TO KNOW

about a life assur-
ance company is
just what you
would want to know
about a bank or any
other institution
in which you
thought of investing.

What is the company's earning
ability as shown by its past
history?

What is the outlook for future
dividends as indicated by its
accumulated surplus?

These two ques-
tions answered,
and the rest is of secondary
importance. Any
agent of the Equitable
will answer these questions—
or any others—to
your satisfaction.

P. KIENE,
Hongkong Manager,
EQUITABLE LIFE,
14, Des Voeux Road.
Hongkong, 20th October, 1902. [2794]

NEW YORK LIFE
INSURANCE COMPANY.

THE oldest and largest International Life
Insurance Company in the world.
Supervised by 22 Governments.
Issues the most liberal and unrestricted
Policy on earth.

Agents wanted (Foreign and Native).
HONGKONG BRANCH OFFICE:
18, Bank Buildings, Wyndham Street.

POWELL GRANT,
Agency Director.
Hongkong, 12th November, 1902. [2988]

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BRÜCKELMANN & CO.
Agents.

Hongkong, 21st April, 1897. [118]

"L'URBAINE"
FIRE INSURANCE COMPANY, Ltd.
(Established 1833).

The Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Agents.
Hongkong, 7th February, 1901. [73]

CHESS NOTES.

BY K.Y.Z.

The score in the match for the Club cham-
pionship between Messrs. Sergeant and De Souza
now stands at 2 to 1 in favour of the former.

In the third game De Souza played in more
forcible style than in the two previous encoun-
ters, and when the game was adjourned on the
27th had the exchange against an extra pawn.

On resumption he quickly finished the game off.
The score of the second game is given below.

While Herr E. Lasker is touring the United
States, Mr. H. N. Pillsbury the leading
American player, is intending to make a long
stay in England. Mr. F. J. Marshall, another
prominent American chessmaster, has recently
fulfilled a month's engagement at the Brad-
ford Chess Club, Yorkshire, which has just
attained its fiftieth year, one year less than the
Huddersfield Club. Chess in Yorkshire seems to
be exceedingly prosperous just now.

The next Monte Carlo tournament will begin
on the 1st February, 1903. The preliminary
circular indicates that two rounds will be played,
limited to 14 leading masters. Lasker, Teschi-
gorin, Pillsbury, Marco, Schlechter, Mieses,
Tarrasch and Maroczy are named as those first
invited, but why Janowski, the Hanover winner,
is omitted will be a puzzle to many. There is a
suggestion of paying a fixed sum for every win
or draw, the first prize winner to get something
special. According to the present system one
man may get a first prize of £20; whilst the
second prize winner receives £40 or £50 less,
even if only a point lower. Roughly, some
such plan as this is suggested. Supposing a
man wins four games, he gets say £1 per game;
if he wins six, 30s. per game; if he wins 10
£2 or £2.10s. per game; with a much larger
sum, say £5 per game, to the leader, who might
score 20 or more if there are 14 entries.

Teichmann, who is the strongest professional
player now resident in England, has been so
unlucky in connection with his eye-trouble,
which has sent him several times to ophthalmic
hospitals, that all chess players will be glad to
hear that the late Mr. E. B. Schwan left him
a legacy of £200.

One of the latest chess clubs to be founded is
one at Levenka, Fiji.

During Pillsbury's visits to Hamburg, Berlin,
Vienna, Budapest, Breslau, and Munich, of 79
blindfold games he won 53, lost 13 and drew
13. The following pretty game (for which
we are indebted to To-Day), is one of 13
played recently by him simultaneously
blindfold.—

White. Black.
Pillsbury. Amatur. Pillsbury. Amatur.
1 P-K4 P-K4 19 Castles! K-K sq
2 K-K3 K-K3 20 B-B4 B-B2
3 P-B4 P-B4 21 P-Q4 Q-Q2
4 K-K3 P-K4 22 P-Q5 Q-K2
5 P-K4 P-K4 23 P-Q6 Q-K3
6 K-K3 P-K4 24 B-B4 B-B2
7 K-K3 P-K4 25 P-Q6 Q-K3
8 P-Q4 Q-Q2 26 Q-K3 P-K4
9 P-B4 P-B4 27 K-K3 P-K4
10 K-K3 P-K4 28 Q-K3 P-K4
11 P-B4 P-B4 29 B-B4 B-B2
12 P-K4 P-K4 30 Q-K3 P-K4

(a) Either K-K3 or B-B4 should be
preferred. The text move, and especially when
played against a great expert, leads to a very
complicated and difficult game for Black.

(b) Probably stronger than 3, B-B4 (ch),
although we have often found that move answer
very well.

(c) Better is 8,—P-B4; 9, P-B4, B-K2,
10, B-K3, B-B4 (ch); 11, K-Q2, &c. If
White check meanwhile at B4, the King can
go to K sq.

(d) Mr. Pillsbury shows that he has all there
is to be known of the opening at his fingers'
ends. If P-B4, Black may give back the
piece by playing B-Q3, with a view to an
early counter attack.

(e) The young player may note with profit
how all this time White refrains from giving
useless checks.

(f) A strange move, but it is not easy to
suggest a better.

(g) The only reply to this is Kt-K3 sq., and
then follows 25, B-K4, K-B3; 26, B-K7,
and wins.

The following is the game referred to above—
White. Black.
(De Souza) (Sergeant) (De Souza) (Sergeant)
1 P-K4 P-K4 16 P-K3 B-K3
2 B-B4 K-K3 17 Castles! P-Q5
3 K-K3 Kt-B3 18 B-B4 P-B4
4 Kt-B3 Kt-B3 19 P-Q4 Q-K2
5 B-B4 Kt-B3 20 P-Q5 Q-K3
6 Kt-B3 Kt-B3 21 P-Q6 Q-K3
7 P-Q3 P-Q4 22 Kt-B4 P-B4
8 Kt-B3 Kt-B3 23 Kt-B4 P-B4
9 Kt-B3 P-K4 24 P-B4 P-B4
10 Kt-B3 Kt-B3 25 Q-K3 P-K4
11 Kt-B3 Kt-B3 26 Kt-B3 P-K4
12 Kt-B3 Kt-B3 27 P-B4 P-B4
13 B-Q2 Q-B3 28 K-B4 R-B8 ch
14 Q-K2 P-Q4 29 K-Q2 Q-K7
15 P-Q4 B-K5 Mate.

(a) After some transposition a stage in the
Four Knights' game has been reached. The
books here give P-Q4 for Black.

(b) Making way for the K at R-2, freeing
the Rook.

(c) White has now made 8 moves with his
Knights, out of a total of 12. His game suffers
accordingly.

(d) To bring the Queen into play.

(e) If 16 Q-B3, then of course Q-B3, and
Black mates in 2.

(f) Very risky. Black's attack on the Queen's
side should have deterred White from putting
his King in the midst of it.

(g) This assists Black not a little.

(h) To prevent White's King escaping into
the centre. If White covers with Queen, then
20,—Q-K2.

(i) 22, P-B4, Q-K2; 23, Kt-B4 would
enable him to make a longer fight. The text
move does not help him.

(j) Black threatens mate in 4 by R-B8 ch,
Q-B8 ch, etc. But Kt-B3 does not save
White; nor would 26 P-B4.

SCIENTIFIC MISCELLANY.

ELECTROPLATING UNDER PRESSURE—TRAIN-
ING THE TWO HANDS—A LOCOMOTIVE THAT
LAYS ITS OWN TRACK—GASOLINE VICTIMS—
SAFE CELLULOID—EGG-SHELL STRENGTH—
FIRE-RESISTING CARS—A PROMISING PAINT.

In the new Desaulle process of copper-plating,
the cleaned metallic articles, first subjected to
an electric current in a preparatory "adhesion
bath," are placed in the usual plating-bath, and
the latter is driven forcibly in jets against the
articles and the anodes. This removes gas and
impurities from the bath. The result is a per-
fectly smooth deposit of copper, which can be
given unusual thickness with great durability.

While the cause of righthandedness is a
subject of dispute, artists and others often
work with the two hands alternately, and the
idea is gaining ground that ambidexterity is an
accomplishment that should be cultivated.
Physicians are even contending that it aids the
general health. Children in Japan are early
taught to write and draw with both hands,
and German schools are now making left-hand
work during a part of the time compulsory.
But little practice is necessary to give the left
hand proficiency in the use of saw, plane,
hammer, etc., as well as in writing.

A German motor wagon for military use,
known as the Keller wagon, has the novel
feature of a movable railway track under its
wheels. The wheels are two feet in diameter,
and each is surrounded by a rail in the form
of a hoop seven feet in diameter, with a broad
and flat outer surface. Each rail is held in
place by two flanged guide wheels, by which the
steering is done. With a fair load, the 28 horse-
power engine gives a speed of 8 miles an hour.

Electric anaesthesia proves valuable in
surgery as well as in dental operations. By
high-frequency alternating currents a French
surgeon has produced insensibility so lasting
that a serious and difficult operation was per-
formed, the patient feeling nothing.

From reports by members of the German
cancer commission, Prof. Hirschberg finds that
up to the sixtieth year cancer is more common
in women than in men, the difference being
small at greater age. In men, 413 cases in 1,000
are in the stomach, while in women 270 of each
1,000 affect the uterus and 243 are in the breast.
Among old people cancer is more frequent in
the unmarried, the reverse being true among
young people. Hereditary influence was proven
in only 17 per cent. of the cases; infection was
suspected in 435 cases. Living in regions
where chemical fertiliser is employed seems to
predispose to cancer of the stomach, as does also
the use of acid wines and cider.

Non-explosive celluloid is among the impor-
tant products of the new artificial camphor—
hydrochlorate of turpentine—of Callenberg.
Celluloid is a mixture of camphor and guaiacolon,
and the use of the artificial camphor—a white,
transparent material costing less than the
natural substance—greatly increases the stabi-
lity and lessens the inflammability. The
artificial camphor has another curious advantage
in making all guaiacolon soluble, so that it is
no longer necessary to select for celluloid a
guaiacolon of special degree of nitration.

An egg-shell, emptied through a small hole
drilled in one end, has been found by Mr. A. E.
Gay to withstand an external pressure of 675
pounds per square inch and an internal pressure
of 65 pounds per square inch. The pressure was
applied with an air-pump, the shells porosity
being overcome by a thin rubber balloon, which
for the respective tests was slipped over the
outside of the shell and pushed into the
interior through a small opening.

Special study of fire protection by the State
Railway Department of Prussia has suggested
numerous improvements in passenger cars.
Tests to be made include covering floors with
asbestos sheet and tin, impregnating woodwork
with fireproofing solution, protecting upholstery
by asbestos covering, using woollen curtains
instead of linen, and replacing floor mats with
less inflammable ones.

Lithopone, a substitute for white lead
consisting of a mixture of zinc sulphide and
barium sulphate, dates from 1874. As an
English product under the name of Charlton
white, it had little covering power and was
expensive, but German processes perfected seven
or eight years ago now yield a satisfactory and
successful material. The price is 15 to 20 per
cent. less than that of white lead. The im-
proved paint has great covering power, resists
changes of the weather, is not blackened by
sulphurous emanations, and is harmless. Litho-
pone is much used in France and other countries,
the annual consumption being 30,000 or 40,000
tons or more. It seems to be rapidly taking
the place of white lead, and its success is being
increased by the efforts of health authorities to
lessen the dangers of white lead making.

Heroic

measures only can check
the advance of

Cholera

Don't trifle with unknown
remedies, nothing yet tried
equals

Painkiller

FERRY DAVIS.

POWELL'S GRAND XMAS SHOW.

YOU WISH TO SELECT A PRESENT, VERY WELL JUST LOOK BELOW—
DOLLS THAT SLEEP AND TALK, KID DOLLS, RAG DOLLS, STONE AND
WAX DOLLS, ROCKING HORSES, BICYCLE HORSES, PRAMS, MAIL CARTS,
WOOD HORSES, SOLDIERS, CANNONS, AIR GUNS, SWORDS, PISTOLS,
DOLLS' HOUSES, BEDS, FURNITURE, KITCHEN SETS, TRUMPETS, PIANOS,
CLOCK-WORK TRAINS, CORONATION PROCESSIONS, NAVAL REVIEWS,
DONKEYS, MONKEYS, CAMELS, DOGS, GOATS, RABBITS, AND ALL KINDS
OF ANIMALS.

WONDERFUL MECHANICAL TOYS. CLOWN AND BARROW, ORGAN
BARROWS, RACE GAMES, BRICKS, DRUMS, MUSICAL TOYS, STABLES,
ENGINES, FORTS, TENTS, FROG GAME, BOXES OF TOOLS AND TRICKS,
TOPS, A.B.C. BLOCKS, TABLE GOLF.

OVER ONE THOUSAND NEW TOYS!

CALL AND SEE THEM!! CALL AND SEE THEM!!
500 NEW AND USEFUL GIFTS FOR LADIES AND GENTLEMEN. GLOVES,
TIES, HANDKERCHIEFS, UMBRELLAS, STICKS, RICH LACE COLLARS,
DRESSING, WRITING, TIE, AND GLOVE CASES, &c., &c., &c.
NO MATTER WHAT YOU REQUIRE, DON'T FAIL TO LOOK AT OUR
STOCK BEFORE BUYING ELSEWHERE.

2978] 34, QUEEN'S ROAD (UPSTAIRS), OPPOSITE POST OFFICE

OGDEN'S

"GUINEA GOLD"

CIGARETTES

ARE ALWAYS TO THE FRONT BECAUSE THEY ARE
PUREST AND BEST!

FOR SALE AT—

KRUSE & CO.

[2965—5]

Toilet (Otto) Vinolia Soap has

been examined by bacteriologists, who
report that it contains no bacteria what-
ever. Vinolia is Safest for the Com-
plexion, Toilet, Nursery, and Bath.

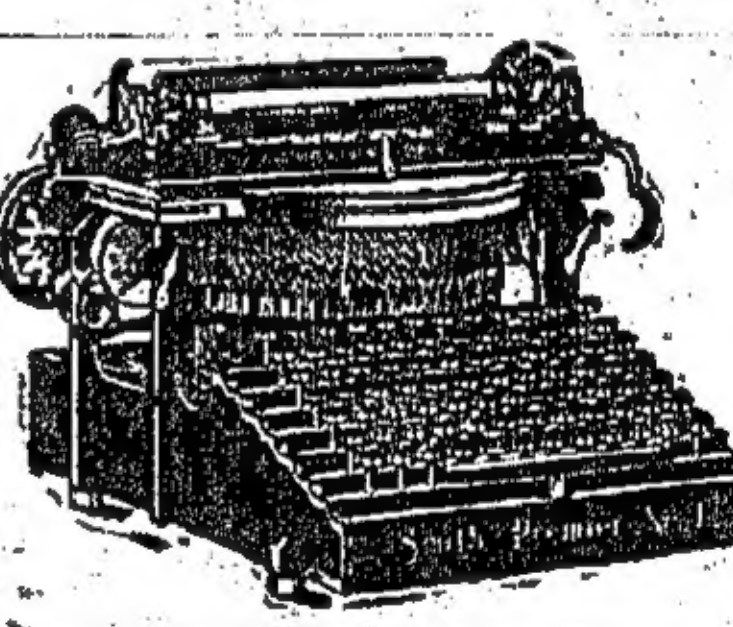
[1347—3]

SMITH PREMIER TYPEWRITERS.

WORLD RENOWNED AND LEADING
EVERYWHERE.
WITH REQUISITES IN STOCK.

WM. MEYERINK & CO.

SOLE AGENTS FOR SOUTH CHINA: [2741]



LEMCO
The Genuine Liebig Company's Extract,
is the most concentrated meat essence made.
Invaluable in Kitchen, Sick Room, and Hospital,
and on the Battle Field.
The only Meat Extract
ever connected with
JUSTUS VON LIEBIG.

2716—1

UNTOUCHED BY HAND.

**MELLIN'S
FOOD**

For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.
[1153]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
THE BEST NITRO-POWDER IN THE WORLD.
PRICE OF 15-BORE CARTRIDGES:
Loaded with No. 7 Powder
Powder only, and 1 cc. of Shot.
Primrose Cases... \$3.25
Pegamoid Cases... 6.85
Ejector Brass Cases... 7.50
Apply to—
WM. SCHMIDT & CO.,
Gunmakers,
Hongkong.
Hongkong, 3rd July, 1902. [1839]

HONG CHEONG & CO.,
TAILORS, DR

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked by nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via Ports of Call.	PARRAMATTA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	PELUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	ANTHON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM & LONDON	ULYSSES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
AMSTERDAM & LONDON	ALCIBIDES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
LIVERPOOL DIRECT	TYDEUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst.
MARSEILLES, HAVRE, CHAGEN, & BALTIC PORTS	PRINCESSE MARIE	Brit. str.	—	Borotzas	MELCHERS & CO.	On 24th inst.
MARSEILLES, LONDON & ANTWERP	SHANGHAI	Brit. str.	—	E. Spicer, R.N.R.	P. & O. S. N. Co.	On 11th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	—	J. MacKenzie	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP	INDUS	Brit. str.	—	Duchateau	MESSAGERIES MARITIMES	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	TEREKAT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
MARSEILLES, LONDON & ANTWERP	SADO MARU	Jap. str.	—	J. B. MacMillan	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
BREMEN, via Ports of Call.	KIAUSCHOU	Ger. str.	2 m.	P. Lueschloss	MELCHERS & CO.	On 10th inst., at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Horek	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Jaburg	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	SILESIA	Ger. str.	—	Bahr	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	Fuchs	HAMBURG-AMERIKA LINIE	On 24th inst.
GENOA, LONDON & ANTWERP	C. FELD, LAESZ	Brit. str.	—	Wallace	GIBB, LIVINGSTON & CO.	On or about 10th inst.
GENOA & HAMBURG	BERNARD	Ger. str.	—	Madsen	HAMBURG-AMERIKA LINIE	On 31st inst.
NAPLES, LUGHERN & LIVERPOOL	HYSON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst.
TRIESTE, &c., via SINGAPORE, &c.	VINDOBONA	Brit. str.	—	Cobol	SANDER, WIELE & CO.	On 13th inst., P.M.
NEW YORK, via PORTS & SUEZ CANAL	ORONO	Brit. str.	—	—	DODWELL & CO., LD.	About 10th inst.
NEW YORK, via PORTS	ADRIA	Ger. str.	—	Schneersmidt	—	On 30th inst.
YANCOUVER, &c., via SINGAPORE, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 17th inst., at Noon.
YANCOUVER, &c., via SINGAPORE, &c.	NINGCHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst.
VICTORIA (B.C.) & TACOMA via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	G. E. Warner	CANADIAN PACIFIC R. CO.	On 30th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	KINSHU MARU	Jap. str.	—	T. L. Pyne	DODWELL & CO., LTD.	To-morrow.
PORTLAND, OREGON	SHINANO MARU	Jap. str.	—	M. P. Curlew	NIPPON YUSEN KAISHA	On 10th inst., at 4 P.M.
AUSTRALIAN PORTS	INDRASANA	Brit. str.	2 m.	R. P. Carter	PORTLAND & ASIATIC S.S. CO.	On 30th inst., at 4 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	McArthur	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	KUMANO MARU	Jap. str.	—	W. Townend	GIBB, LIVINGSTON & CO.	On 12th inst., at Daylight.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	—	J. W. Wale	NIPPON YUSEN KAISHA	On 1st January, at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	TANBA MARU	Jap. str.	—	A. E. Moses	P. & O. S. N. Co.	On or about 14th inst.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 2nd Jan., at Daylight.
SHANGHAI	WHAMPOA	Brit. str.	2 m.	W. B. Palmer, R.N.R.	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
SHANGHAI	VALETTA	Brit. str.	—	Permits	BUTTERFIELD & SWIRE	On 27th inst., at Noon.
SHANGHAI, PORT ARTHUR & VLADIVOSTOK	KOREA	Nus. str.	—	—	P. & O. S. N. Co.	To-morrow.
NINGPO & SHANGHAI	PAHOI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst.
TAMU, via SWATOW & AMOY	DAIJI MARU	Jap. str.	1 m.	T. Goto	OSAKA SHOSHEN KAISHA	On 7th inst.
FOOCHOW, via SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	I. Goto	OSAKA SHOSHEN KAISHA	On 17th inst.
AMOI, SAMARANG & SOERABAYA	KWANGTANG	Brit. str.	—	Weigall	BUTTERFIELD & SWIRE	On 15th inst.
MANILA	LOONGSANG	Brit. str.	2 m.	Rolfe	JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA, via AMOY	YUENSANG	Jap. str.	—	Bishop	JARDINE, MATHESON & CO.	On 8th inst., at 4 P.M.
MANILA DIRECT	ROHILLA MARU	Jap. str.	2 m.	R. Rodger	MISUJI BUSSEN KAISHA	On 24th inst., at Noon.
MANILA DIRECT	ZAFIRO	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 10th inst., at Noon.
SINGAPORE, PENANG, COLOMBO & BOMBAY	RUMI	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On or about 8th inst.
BOMBAY, via SINGAPORE & COLOMBO	TIENTSIN	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	To-day, at Noon.
BOMBAY, via SINGAPORE & PENANG	KAGOSHIMA MARU	Jap. str.	—	Bolsito	CARLOWITZ & CO.	On 12th inst., at Noon.

SHIPPING.

ARRIVALS.
Dec. 3, CHIMBI, British str., 1,143, McKey, Wuhu and Chingling 25th Nov. General.
Dec. 3, MANUANG, British str., 1,644, W. D. Welsh, Sapukan 27th Nov. Timber and General.—JARDINE, MATHESON & CO.
Dec. 4, ADMIRAL NAKIMOFF, Russian cruiser, 8,000, Stenmann, Nagasaki 30th Nov. General.
Dec. 4, ALBATROSS APCAR, British str., 2,831, A. Stewart, Calcutta 10th Nov. General.—D. SASSON & CO., LD.
Dec. 4, BENLUDI, British str., 1,493, D. Clark, London and Singapore 25th Nov. General.
Dec. 4, GIBB, LIVINGSTON & CO. German str., 771, G. Schickler, Hapshony 1st Dec. Rice and Sundries.—EBERT & CO.
Dec. 4, DAGMAR, Norw. str., 283, A. Salvesen, Amoy 2nd Dec. Ballast.—ORDEN.
Dec. 4, DAIJIN MARU, Japanese str., 80, T. Ogata, Tamsui 1st Dec. General.—OSAKA SHOSHEN KAISHA
Dec. 4, HALLAN, French str., 377, Andersen, Holbow 2nd Dec. General.—A. R. MARTY.
Dec. 4, HANYANG, British str., 1,507, Jameson, Chingling 30th Nov. General.—BUTTERFIELD & SWIRE
Dec. 4, HILLY, U.S. gunboat, 1,600, Ingescoll, Amoy 2nd Dec.
Dec. 4, KATSUTAMA MARU, Japanese str., from Canton.
Dec. 4, KENTUCKY, U.S. battleship, 11,500, Stockholm, Amoy 2nd Dec.
Dec. 4, KONGWAT, German steamer, 1,145, S. Lewis, Aug Hin 27th Nov. Rice and Wood.—W. E. HERR & CO.
Dec. 4, KOREA, American str., 5,651, W. B. Saltery, San Francisco 7th Nov. Mail and General.—P. M. S. S. Co.
Dec. 4, KOWLOON, German str., from Canton.
Dec. 4, KWEIYANG, British str., 1,062, G. Hooker, Tientsin 23th Nov. General.—BUTTERFIELD & SWIRE.
Dec. 4, LAOB, Norwegian str., from Canton.
Dec. 4, PATRACH, German str., from Canton.
Dec. 4, ROHILLA MARU, Japanese str., 3,889, Bishop, Manila 2nd Dec. General.—M. B. KAISHA.
Dec. 4, SATOEN, U.S. transport, 1,674, J. H. Scrivener, Amoy 3rd Dec. Coal.
Dec. 4, SHANTUNG, German str., 1,000, M. Engelhart, Shanghai 1st Dec. General.—Geo. McBAIN.
Dec. 4, TIENTSIN, German str., 720, Michelson, Bangkok 26th Nov. Rice.—MEYER & CO.
Dec. 4, VICKSBURG, U.S. gunboat, 1,000, Barry, Amoy 2nd Dec.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
4th December.
Chimbi, British str., for Canton.
Haitan, British str., for Swatow.
Hanyang, British str., for Amoy.
Hong Bee, British str., for Amoy.
Kacloow, German str., for Chingling.
Kweiyang, British str., for Canton.
Lia, Norwegian str., for Karatza.
Shalana Maru, Japanese str., for Moji.
DEPARTURES.
4th December.
BOMBAY, British str., for Shanghai.
BUTTERFIELD, British gunboat, for Bangkok.
FURUSUY, Norwegian str., for Haiphong.
INDRAPURA, British str., for Portland (Or).
KAP POT, French str., for Saigon.
KYOZO MARU, Japanese str., for Kobe.
LAISANG, British str., for Calcutta.
PONTON, German str., for Canton.
SZECHUEN, British str., for Shanghai.
TREMACHUS, British str., for Swatow.
TIENTSIN, British str., for Ningpo.
TYN, Norwegian str., for Canton.

VESSELS IN DOCK.

4th December.
ABERDEEN DOCKS.—Petrarch, Andra Rickmers.
KOWLOON DOCKS.—H.I.G.M.S. Tiger, Bygdø, Tacoma, Perla, Narva, Maidaura Maru, COSMOPOLITAN DOCK.—Petrarch.

SHIPPING REPORTS.

The British steamer Kweiyang, from Tientsin 26th Nov. and light variable winds and fine weather to Tungting; from thence fresh to moderate and light N.E. monsoon to arrival.

VESSELS ON THE BERTH.

The British steamer Chikhi, from Wuhu and Chingling 25th Nov. had calm and light variable winds to Tungting; thence to port moderate to fresh N.E. monsoon with rough sea and hazy weather.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
"LOONGSANG."
Captain Weigall, will be despatched as above TO DAY, the 6th inst., at 4 P.M.
This steamer has superior accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 2nd December, 1902. 13225

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.
AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.
Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.
NEXT SAILINGS.
"CHANGSHA" leaves on 5th December.
"CHINGTU" " " 25th December.
"TAIYUAN" " " 24th January.
"TSHIN" " " 16th February.
Superior accommodation amidst Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Daily qualified European Surgeons carried.

BUTTERFIELD & SWIRE

AGENTS
CHINA NAVIGATION CO., LD.
Hongkong, 15th November, 1902. 11981

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to Aden, Suez, Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.
(Taking Cargo at through rates to Persian Gulf and Bagdad, also BALCELOFA, VALENZA, ALICANTE, ALMERIA and MALAGA.)
THE Steamship
"CAPEI"
Captain Belsito, will be despatched as above on FRIDAY, the 12th inst., at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.
Hongkong, 30th November, 1902. 14

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service to CALCUTTA. Sullage from CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLUMBO	FRIDAY, 5th Dec. at NOON.
K. Kori	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th Dec. at DAYLIGHT.
KANAGAWA MARU	NAGASAKI, KOBE and YOKOHAMA	TUESDAY, 16th Dec. at DAYLIGHT.
TAMBA MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA	TUESDAY, 16th Dec. at 4 P.M.
KINSHU MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 27th Dec. at DAYLIGHT.
SADO MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 27th Dec. at NOON.
J. B. MacMillan	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE & YOKOHAMA	TUESDAY, 30th Dec. at 4 P.M.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 1st Jan. at 4 P.M.
SHINANO MARU	KOBE and YOKOHAMA	FRIDAY, 2nd Jan. at DAYLIGHT.
M. J. Curlew		
KUMANO MARU		
E. W. Haswell		
SANUKI MARU		
W. Townend		

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
A. S. NIHARA, Manager. 9

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 17th Dec.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 31st Dec. 1902.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 14th Jan.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 11th Feb.
R.M.S. "TAIYAN" 4,425 Tons. WEDNESDAY, 25th Feb.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 11th Mar.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 18th Mar.
R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 1st April.
R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 22nd April.
R.M.S. "TAIYAN" 4,425 Tons. WEDNESDAY, 6th May.
R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 13th May.
R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 27th May.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TAIYAN" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in time-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having won the highest award for same at recent Chicago World Exhibition), and the dignity of the magnificent MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

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NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,
FOR
VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
GLENOGLE	G. E. Warner	3,750	December 6th
TACOMA	A. Dixon	2,811	December 17th
TREMONT		9,600	December 30th
VICTORIA	J. Fulton	3,502	January 3rd

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

Hongkong, 15th November, 1902.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR
LONDON, &c., via
SHANGHAI, PE-
NANG, COLOMBO
and BOMBAY
MASSILLER, LONDON
and
YOKOHAMA, via
MOJI and KOBE
(Passing through the
Inland Sea)

STEAMERS TO SAIL ON
PARRAMATTA Noon, 6th Dec. } See Special Advertisement
F. J. Fox " " " }
VALETTA " " " }
W. B. Palmer, R.N.R. " " " } Freight or Passage.

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W. B. Palmer, R.N.R. " " " } Freight or Passage.

SHANGHAI, PE-
NANG

OCEAN STEAM SHIP COMPANY, LD.

OUTWARDS.		DUE	
GLASGOW and LIVERPOOL.	"TYDEUS"	On 15th December.	
GLASGOW and LIVERPOOL.	"TELEMACHUS"	On 31st December.	
GLASGOW and LIVERPOOL.	"FROMETHEUS"	On 8th January.	
HOMWARDS.		TO SAIL	
AMSTERDAM and LONDON.	"TANTALUS"	On 9th December.	
LIVERPOOL DIRECT.	"ALCINOUS"	On 13th December.	
(Taking Cargo at London Rates)	"ULYSSES"	On 23rd December.	
AMSTERDAM and LONDON.	"PELEUS"	On 6th January.	
LONDON.	"ANTENOR"	On 20th January.	
LIVERPOOL.	"TYDEUS"	On 20th January.	
(Taking Cargo at London Rates)			

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong 3rd November, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		DUE	
GLASGOW and LIVERPOOL.	"OUPACK"	On 19th December.	
GLASGOW and LIVERPOOL.	"NINGCHOW"	On 25th December.	
HOMWARDS.		TO SAIL	
MARSEILLES, HAVRE, LON-	"TEENKAI"	On 20th December.	
DON and ANTWERP.	"HYSON"	On 22nd December.	
NAPLES, LEGHORN and			
LIVERPOOL.			

TRANS-PACIFIC SERVICE.

FOR VANCOUVER and all PACIFIC COAST		TO SAIL	
POINTS, VIA NAGASAKI, KOBE	"NINGCHOW"	On 27th December.	
and YOKOHAMA.			

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd December, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR THURSDAY ISLAND, COOKTOWN,		TO SAIL	
CAIRNS, TOWNSVILLE, BRIS-	"CHANGSHA"	On 5th December.	
BANE, SYDNEY and MEL.			
BOURNE			
SHANGHAI	"WHAMPOA"	On 6th December.	
NINGPO and SHANGHAI	"PAKHOI"	On 8th December.	
AMOI, SAMARANG and SOERABAYA	"KWEIYANG"	On 15th December.	

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th December, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI, VIA SWATOW		LEAVING	
TAMSUI, VIA SWATOW	"DAIIN MARU"	SUNDAY, 7th	December.
TAMSUI, VIA SWATOW	"DAIKI MARU"	SUNDAY, 14th	December.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 17th	December.
AND AMOI			

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's. The Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to load all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central, Hongkong, 4th December, 1902.

T. ARIMA, Manager.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon steamships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct	10th Dec., at Noon.
RUBI	2540	R. W. Almond	do	17th Dec., at Noon.
DIAMANTE	1880	A. H. Noddy		
PERLA	1880	J. McGilvray		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 4th December, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOTI, KOBE		PORTLAND, OREGON	
AND YOKOHAMA FOR		OREGON RAILROAD & NAVIGATION CO.	
OPERATING IN			
CONNECTION WITH THE			
STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRASAMHA"	5,197	R. P. Craven	December 14, 1902
"INDRAVELLI"	4,899	W. G. Craven	January 14, 1903

Through Bills of Lading issued to Pacific Coast Ports, and all Eastern, Canadian and United States Ports. For through-rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 26th November, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOI.

The Company's Steamship "YUENSANG" will be despatched as above on MONDAY, the 8th inst., at 4 p.m. This Steamer has superior accommodation for first-class Passengers and is fitted throughout with Electric Light, and carries a Doctor. For Freight, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd December, 1902.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI PORT ARTHUR AND VLADIVOSTOK.

The Russian Steamer "KOREA" Captain Pernitz, will be ready to load here on or about the 15th December, for the above ports, and will leave quick despatch. For Freight or Passage, apply to

MELCHERS & CO.,
Agents.

Hongkong, 27th November, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, FERRAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. THE Steamship

"PARRAMATTA" Captain F. J. Fox, carrying H.M. Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 6th December, at Noon, taking passengers and cargo for the above ports. Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Genoa and London; other cargo for London, &c., will be conveyed via Bombay with transshipment. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further particulars, apply to

E. A. HEWETT, Superintendent.
Hongkong, 24th November, 1902.



TOYO KISEN KAISHA.

(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship

"ROHILLA MARU" 3,860 Tons, Captain Bishop, will be despatched for MANILA on MONDAY, the 8th inst., at 3 p.m.

To be followed by the "ROSETTA MARU" on or about the 13th inst. Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewards carried. For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street, Hongkong, 3rd December, 1902.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENMOHE" Captain Wallace, will be despatched as above on or about the 10th December.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 26th November, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

"ORONO" ... About 10th Dec.

"CROYDON" ... 20th Dec.

"MOGUL" ... 1903.

"HINDUSTAN" ... 3rd Jan.

"MAODUFF" ... 15th Jan.

"SHIMOSA" ... To follow.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 2nd December, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (CALLING AT MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE" Captain McArthur, will be despatched as above on FRIDAY, the 12th December, at DAYLIGHT.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th December, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 p.m., the Company's Steamship "INDUS" Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m., on the 14th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd December, 1902.

VESSELS ON THE BEACH

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE.

STEAM FOR MARSEILLE, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINSESSE MARIE" Captain Boras, is here about the 10th inst., will have quick despatch as above. For Freight or Passage, apply to

MELCHERS & CO., Agents.

Hongkong, 2nd December, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ and PORT SAID.

(Taking Cargo through rates to the BRAZIL, to SOUTH AMERICA, PANAMA GULF, RED SEA, BLACK SEA, LEVANT, YENICOR and ADEBIAT PORTS.)

THE Company's Steamship

"VINDOBONA" Captain Cobil, will be despatched at above on THURSDAY, the 18th December, p.m.

This Steamer has Capital Accommodation for Passengers, Electric Light, and carries a Doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings, Hongkong, 29th November, 1902.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

DAYLIGHT, British 4-m. barque, James Reade. —Standard Oil Co.

MANUEL LLAGUNA, American ship, Nichols. —Standard Oil Co.

NOTICE TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF" FROM GLASGOW, LIVERPOOL AND STRAITS.

With s.s. HINDUSTAN'S Cargo from New York transhipped at Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and under from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, 29th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th December will be subject to rent.

All Claims against the Steamer must be presented to the Underinsured on or before the 8th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, 29th November, 1902.

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp, and Havre ex s.s. Memphis, and from Bordeaux ex s.s. Ville de Combra, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded or unless intimation is received from the Consignees before 5 p.m. To-day, 30th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underinsured. Goods remaining undelivered after Saturday, the 6th prox., at Noon, will be subject to rent and handling charges.

All claims must be sent in to me on or before the 6th prox., or they will not be recognised.

All damaged packages will be examined on Saturday, the 6th prox., at 3 p.m.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 30th November, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BOMBAY" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out and Marked by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. To-day, the 2nd inst.

Goods not cleared by the 5th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd December, 1902.

OCEAN STEAMSHIP COMPANY, LD.

CONSIGNEES per Company's Steamer

"PELEUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 9th instant.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd December, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MOYUNE" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 5th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 a.m. on the 5th inst.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st December, 1902.

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN QUALITY AND QUANTITY IN THE WORLD.

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, actively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1902.

GOOD HEALTH

implies freedom from physical pain and disorder. It means strength, energy, power, to think well, work well, eat well, sleep well. It means being "fit" for house duties, fit for business, fit for pleasure, fit for everything. It means money—money saved and money earned. Indigestion destroys good health. It multiplies worries, breeds disease and fills the doctor's purse. Mother Seigel's Syrup prevents indigestion and cures it. It cures in Nature's way, with Nature

ROYAL AERATED WATERS

VISITORS AT HOTELS.

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Mr. W. W. Barro	Mr. I. D. McKay

Mr. J. T. Hoff	Mr. G. Mackie
Mr. and Mrs. Bissel	Mr. A. Macmillan
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Mr. & Mrs. R. Boggan	Mr. and Mrs. F. Main
Mr. E. A. Bonner	Mr. A. R. Martin
Mr. F. Bonnet	Mr. L. E. Michael
Mr. and Mrs. B. W. North-	Mr. N. Nervogun
wick	Mr. H. L. E. Moyer
Mrs. Bernemann	Mr. W. H. Moyer
Dr. F. H. Lowers	Mr. J. S. Michael
Mr. G. W. Brown	Mr. and Mrs. Milton
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Mr. M. S. Brown	Mr. and Mrs. E. O. Mun-
Mr. I. H. Burdell	ply
Hon. Dr. F. Clark	Mr. C. J. North, E.N.
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Mr. A. E. Casner	
Mr. T. Keney	

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Mr. Andrew Beattie	Capt. J. C. Hewot
Major H. G. Benson,	A.P.D.
A.P.D.	Mr. Edward E. Hill
Mrs. Bonson	Mr. A. B. Howes
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Sir Henry Burckley	Mr. E. H. King
Major A. W. Bewley,	Major H. S. King, R.
R.A.M.C.	Mr. C. Koch

Mr. A. H. Bottenheim and children	Lt.-Col. C. E. Lamb E.A.M.C.
Mrs. Bottenheim	Mrs. Lambkin and children
Mrs. Ralph A. Brabazon	Mr. A. P. B. McDermott
Mr. H. P. R. Brayne	Staff-Surgeon H.
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No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.

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D.A.A.G.	Mr. Leonard D. Philp
Mrs. Denny	Mr. H. E. Pollock, K
Mrs. Edwards	Hon. R. Murray K.
Capt. P. H. Fawcett,	Sey, S.N.
R.A.	Capt. P. Radcliffe, R
Mrs. Fawcett	Mrs. Radcliffe

Col. G. H. Ferrier,	Mr. & Mrs. T. H. Re
A.P.D.	Mrs. W.E. Sawyer
Mrs. Ferrier	1 Lieut. H.G. Sherbroo
Mr. A. Finkle	R.N.
Mr. Andrew Forbes	Mrs. H. G. Sherbroo
Major, G. A. French,	Mr. A. Sinclair
	Mrs. Hamilton F. Sm

Mr. G. C. Lindsay Grant	Mr. W. O. C. Spake
Mr. & Mrs. E. F. Gros	bayer
Major A. B. Hamilton	Mr. A. G. Stokes
Mr. S. Hobdon	Mr. Paul Stoppa
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Miss J. Bisney	Mr. K. Long
Miss G. Bisney	Mrs. Langlands
Mr. T. Brighton	Capt. Langlands, A.O.
Mr. W. T. Aswell	Mr. T. Louts

Mrs. Creawell and child
Mr. N. K. Davison
Mr. F. Föcke
Mr. W. Stuart Harri-
son
Mr. C. H. P. Hay
Capt. Hollingsworth
Mrs. Meier
Miss L. Meyer
Miss Doris Meyer
Miss Ivy Meyer
Mr. E. C. Pontifex
Capt. Schrode
H. G. N.

Mrs. Hollingsworth	Mr. and Mrs. M. J. Stephens
(Colonel G. A. Hughes, R.A.M.C.)	Mr. & Mrs. Wilgress child
Mr. Kerfoot Hughes	CHAIGNEBURN HOTEL.
Mr. E. F. Anderson	Mr. & Mrs. C. George
Miss Anderson	Mr. & Mrs. J. S. Haiv
Alma, he-nard	Mr. W. Helms
Mr. G. Brusco	Mr. F. P. Hott
Mr. & Mrs. G. K. Dann	Lieut. F. W. Lambie
Mrs. A. Denison	Mrs. Lambelle
Capt. & Mrs. L. F. Gar- nard, Jr. U.S. Army	Capt. Parker Mrs. Parker
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Mr. J. W. Barber	Mr. Norval McGregor
Mr. F. C. Barlow	Mr. A. Mercier
Mr. E. G. Ba rett	Mr. J. H. Moors
Mr. W. Bayco	Mr. C. Pair

Mr. H. T. Begley	Mr. W. Reule
Mr. H. Campbell	Mr. and Mrs. Albo
Mr. & Mrs. Brewitt and family	Reiver
Mr. T. V. Chodzka	Mr. N. H. Robertson
Mr. A. Dow - Currier	Mr. D. H. Rutherford
Mrs. H. Dufour	Mr. E. G. Smithers, Ju
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Mr. H. N. Ferreira	Mr. John Stewart
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Mr. E. Houghton	Mr. C. B. Thomas
Mr. W. Humphreys	Mr. S. N. W. Tibbey
Mr. Daniel Jaffé	Mrs. Janet Wadorf
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Mr. and Mrs. G. Andrews	Mr. Loges
and two children	Mr. E. Mangelsdorff
Mr. G. Bernascone	Mr. K. Nakashima
Mrs. J. Edwards	Mrs. J. R. Redfern
Mrs. Houghton	Mr. J. E. Symington

Mr. Carl Keing
Dr. Keyt

Capt. and Mrs. Wisn

NOTICE.

THE undersigned having from 1st October 1902, taken over the Business hitherto carried on under the name of CONNAUGH HOUSE HOTEL, situate at No. 1, Queen's Road Central (including Stock, Furniture, Fixtures and Goodwill) hereby give notice that they shall NOT be RESPONSIBLE for any debts or liabilities incurred by the said CONNAUGH HOUSE HOTEL prior to the said 1st October 1902.

SIBLE for any DEBTS contracted by the
former Proprietors of the said Hotel.
HO PO FAN.
HO UT KIU.
Hongkong, 18th November, 1902. [32]

C. E. WARREN & CO.,
30, DES VŒUX ROAD CENTRAL.
**BUILDING CONTRACTORS, STONE
AND MONUMENTAL MARBLE
MASTERS.**
**AGENTS for the TAIWAN STONE and
HELL LIME FACTORY;
The HONGKONG BRICK & TILE CO.**

All kinds of SANITARY APPLIANCES
supplied and Fixed.
All classes of Building Construction un-
derken. Sanitary Board Notices receive prompt
attention. We carry the Largest Stock of
AFES in the Colony. Call and See.

Try the Taiwan Stone Lime—the Best in
the Far East.
Hankow, 1st October, 1902. [2005]

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

CODE WORD: "DOCK," NAGASAKI.
I. A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... .. 523 feet.

Length on Blocks	513	"
Width of Entrance on Top	89	"
Width of Entrance on Bottom	77	"
Water on Blocks at Spring Tide	26 1/2	"

DOCK No. 2 (at MUKAIJIMA.)

Extreme Length	371	feet.
Length on Blocks	350	"
Width of Entrance on Top	66	"

Width of Entrance on Bottom...	53
Water on Blocks at Spring Tide ..	22 "
PATENT SLIP (at KOSUGE).	
Can take vessels up to 1,000 tons gross.	

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
with POWERFUL SALVAGE PLANT
READY at SHORT NOTICE. 1534

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 mm.
 With CHAMBER for 10 CARTRIDGES.
 FIRING 10 SHOTS in 2 SECONDS.
 SIEMSEN & CO.
 Hongkong 3rd October, 1900. 64

R. J. REMEDIOS,
 FOREIGN AND COLONIAL STAMP

DEALER.
No. 39, WINDHAM STREET, HONGKONG,
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.
Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash
AGENTS WANTED.
15 to 25 per cent. Discount Allowed. 13198

COLD STORAGE

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sundays
excepted, to receive and deliver perishable goods
WM. PARLANE, Manager.
Hongkong, 18th November, 1901.

A. LING & CO.,
68, QUEEN'S ROAD CENTRAL.
FURNITURE STORE.
FASHIONABLE CENTRE CARPETS.
ELECTRO-PLATE, LIQUOR FRAMES,
and FOOCHOW LACQUERED WARE.
Herald, 31st October, 1902. 1965

M R. CHADWICK KEW
DENTAL SURGEON.
No. 39, QUEEN'S ROAD CENTRAL.
Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th March, 1902. (2458)

**NAPLIER JOHNSTONE'S
SQUARE
BOTTLE WHISKY.**

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HONG KONG. 420

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and for Club or Private use at\$19.00

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mellow, matured, non-smoky, delicate flavoured
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